



## TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTOR STAFF REPORT

**AGENDA TITLE:** Soaring Way/Joerger Drive Utility, Trail, and Transportation Infrastructure Participation Consideration

**MEETING DATE:** May 22, 2019

**PREPARED BY:** Kevin Smith, General Manager

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**RECOMMENDED ACTION:** Review and consider information related to infrastructure funding participation in utility, trail, and transportation improvements for the PC-3 project where there may be benefit to District properties.

**DISCUSSION:** In March of 2015 the Town of Truckee approved the Joerger Ranch Specific Plan otherwise known as Planned Commercial 3 (PC-3). In March of 2018 J-Mar 1, LLC (affiliate of JMA Ventures, LLC) received approval to move forward with the Soaring Ranch mixed-use development located within PC-3 (See Exhibit A). This project includes the new Raley's Grocery store as well as other commercial tenants along with future plans for a multi-family housing project. Soaring Ranch is in close proximity to District property along Joerger Road and Soaring Way. The District has 20.7 acres of developable property that fronts on Soaring Way and Joerger Road. District properties are currently zoned Public Facilities in both the Town of Truckee and Nevada County. The District is in process of working with FAA and Nevada County to change zoning to Office and Light Industrial on the Soaring Way Parcels. The FAA has designated all District Soaring Way properties as Non-Aviation. The District's Joerger Way property (10.5 Acres) is zoned Public Facilities and is within the Town of Truckee boundaries. (See Exhibit B – Non-Aviation Land Use Map) The District is in process of petitioning the FAA to change this parcel from Aviation to Non-Aviation to potentially allow development of a Fire District training facility and a boat inspection station at some point in the future. The Board of Directors has yet to take any formal action on these two proposed uses for the Joerger Way parcel other than indicating the concept has merit based on the findings of the Multi-Site Planning Study.

JMA Ventures has inquired if the District is interested in participating on utility, trail, and transportation improvements necessary to develop PC-3 which may have benefit to TTAD properties. District Staff acknowledges and confirms that if and when the District develops, or leases land to others to develop, the District or developers will be responsible to bear some of the related costs of infrastructure upgrades in the Soaring Ranch PC-3 area. To this end staff and the District Engineer have been working with JMA to study and understand the benefit and value, if any, of participating now in infrastructure improvements or waiting until such time as District properties are developed. After a thorough review, Staff feels there is merit to some level of participation in Soaring Way/Joerger Road improvements at this time particularly related to utilities.

In our staff review, there are three (3) infrastructure components that deserve analysis and consideration. These components are utilities, trail improvements, and transportation/traffic improvements. Staff seeks Board guidance on the following findings and recommendations:

**Utility Infrastructure:** With the construction of our new executive hangars and the potential for development on our 10.5 acre Joerger Drive property, staff has closely reviewed utility services and has a formal recommendation to participate in the installation of water facilities and electric facilities on Soaring Way to a service point along Joerger Drive (See Exhibit C – Auerbach Engineering Memo). This will provide for water and fire protection service to the 10.5 acre Joerger Drive property, and could potentially facilitate increasing fire flow protection for our current executive hangars and future buildings. The electrical facilities extension would provide service to the 10.5 acre parcel and potentially serve the existing TTAD facilities from Aviation Way. This will also allow the District or other partners such as the Fire District, to connect their project to the TDPUD power and water system. All other existing utilities such as gas, sewer, and IT services are adequate. Auerbach Engineering has prepared a Memo (See Exhibit C) outlining the details of our analysis and recommendation on the utility infrastructure cost sharing recommendation.

Cost Estimate: At this time it is unknown as JMA has not completed design or bid the utility improvements. Staff estimates the potential TTAD share of these costs at \$175,000 to \$300,000.

**Trail Improvements:** As part of the PC-3 Soaring Ranch off site improvement requirements, various trail components are required to be constructed. (see Exhibit D - District Trails Master Plan Map) Many of these trail alignments are also included in the Airport District Trails Master Plan. Should the District develop its Soaring Way and Joerger Drive properties, it is unknown what trail segments might be required. JMA is seeking the District's interest in participating on trail improvements (some of which are on District Property) and completing sections of the District Trails Master Plan. Staff feels there is merit to discuss participating in these improvements. There is a section of the trail (Exhibit D) that runs across District Property. It should be noted that the District has contributed a section of land for this trail.

Cost Estimate: The cost share for this improvement is dependent on the Boards level of interest in participating. This could range from \$0 to \$375,000 for full participation in all PC-3 required trail improvements. Full participation per JMAs cost sharing methodology is to spread PC-3 required trails to JMA, Joerger Associates, and TTAD by acreage.

**Transportation Infrastructure:** As a requirement of the PC-3 project, the first project developed at Joerger Ranch is required per the PC-3 Specific Plan approval to construct and implement various traffic improvements. These improvements include a roundabout/traffic circle at Soaring Way and Joerger Road, various turn lanes, and intersection improvements at Soaring Way and Highway 267. The design of these PC-3 improvements anticipated some level of future traffic generation on District properties. Staff is in agreement that some level of traffic infrastructure improvements may be required at such time as the District develops its aviation and non-aviation properties. To this end Staff is currently working with the District Traffic Engineer (LSC) as well as Auerbach Engineering to understand the future traffic impact of the proposed Light Industrial and Office on Soaring way, Airport Road, and Highway 267. In that the District land uses proposed generally have a lower trip generation volume than the residential, commercial, and Biz Zoning of the PC-3 project, staff wants to assure we are considering actual projected traffic demands when it comes to traffic and transportation participation investment. At this time staff does not have a recommendation. We anticipate bringing a recommendation forward on transportation improvements at our next discussion on this topic at the June Board Meeting. If Directors have any thoughts or views on this transportation infrastructure participation question at this time, staff is interested in your input.

Cost Estimates: It is difficult to ascertain cost at this time. Staff will continue to work with LSC and Auerbach Engineering to provide an accurate Cost estimate.

**Additional Items of Consideration:** The District will have infrastructure development costs at such time as the District, or a private developer through a land lease, develops our Soaring Way and Joerger Drive properties. As the District has not put forward any specific projects or defined development plans, it is hard to ascertain if our contribution to these infrastructure cost will satisfy the Town of Truckee or Nevada County's trails and transportation requirements. While staff feels this is likely, the District does not have a guarantee or final approval from Nevada County or the Town of Truckee to implement any of the land use concepts discussed other than what is allowed in a PF (Public Facilities) Zone. This is understandable as we have not put anything specific forward nor do we have plans to at this time. In analyzing District participation it should be noted that JMA Ventures and Joerger Associates have approved and entitled development plans where TTAD does not. If the District chooses not to participate at this time, we are not necessarily absolved from potential future cost of these or other improvements.

JMA, the Town of Truckee, and the Truckee Donner PUD are in talks of creating a Community Facilities District (CFD) utilizing a few State of California programs to assist in the funding of public infrastructure. Staff has briefed the Board on this concept in the past. The programs under consideration are the State Community Investment Program (SCIP) as well as the BOLD program.

Staff does not have any information on the BOLD program. They are looking at one or both of these tools to construct and finance the required improvements. There may be an opportunity to participate in these programs and finance over time any improvements we decide to move forward on.

**What are we asking the Board to do with all this information?**

Staff is seeking Board guidance and direction on the following questions:

1. Is there Board interest in pursuing investment in water and electrical service improvements to District properties as part of the PC-3 project? Staff recommends moving forward with this concept, as there is significant benefit to District properties.
2. Is there Board interest to consider participation on PC-3 trail improvements beyond the land contribution? Some of the trails under consideration are on District property. Staff feel there is merit to a conversation on this issue.
3. As staff continues analysis of District benefit of traffic and transportation improvements required by the PC-3 Soaring Ranch Project, does the Board have any comments or observations as we continue this analysis.

Note – Any agreement on participation would be programed into the 2020 Budget year.

**ATTACHMENTS:**

Exhibit A – PC-3 and Soaring Ranch Map

Exhibit B – Non-Aviation Land Use Map

Exhibit C – Auerbach Engineering Memo

Exhibit D – District Trails Master Plan Map